



# Hongkong Daily Press.

ESTABLISHED 1877

Registered as a Newspaper at the General Post Office in the United Kingdom.

An Eye to the Main Chance!

The Main Chance for you is what Nature intended you to have—good eyesight. And that is made possible by the discovery of

**CROOKES' LENSES.**

"Obtainable from"

**N. LAZARUS.**

OPHTHALMIC OPTICIAN,  
25, Queen's Road Central, HONGKONG.  
Prescriptions accurately filled.

No. 19,121. 號一廿百一千九萬一第 日六十月七閏年未己 HONGKONG, TUESDAY, SEPTEMBER 9TH, 1919. 二拜禮 號九月玖年捌國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
In Casks 97½ lbs. net.  
In Bags 55½ lbs. net.  
SHEWAN, TOMES & Co.,  
General Managers.

## CAPE WHITE WINES.

### DRACKENSTEIN

### JAGGER CUP

Shipped by

J. SEDGWICK & CO., LTD.  
CAPE TOWN.

SOLE AGENTS:

**CALDBECK, MACGREGOR & CO.**

18, QUEEN'S ROAD CENTRAL,  
Telephone No. 75.

## CARTRIDGES! CARTRIDGES!

### NEWLY ARRIVED.

**SPORTING CARTRIDGES,**  
12, 16 and 20 bore. Loaded  
with E. C. Powder, a powder  
which gives universal satisfaction.

THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Arcade.

## A LING & CO.

19, QUEEN'S ROAD CENTRAL,  
HONGKONG.

## FURNITURE AND PHOTO GOODS

GLASS ENGRAVING, SIGN-BOARD AND  
MIRROR MAKING.  
CANTON MARBLE IN VARIOUS SHADES.  
Photographic Goods of Every Description  
in Stock.  
DEVELOPING, PRINTING and ENLARGING  
UNDER TAKEN.

TELEPHONE 1318.

## PEAK TRAMWAY COMPANY, LIMITED.

### TIME-TABLE

WEEK DAYS	
7.00 a.m.	to 8.00 a.m. Every 15 minutes
8.00	" " " " " " " "
8.30	" " " " " " " "
9.00	" " " " " " " "
9.30	" " " " " " " "
10.00	" " " " " " " "
10.30	" " " " " " " "
11.00	" " " " " " " "
11.30	" " " " " " " "
12.00 noon	" " " " " " " "
1.00 p.m.	" " " " " " " "
1.30	" " " " " " " "
2.00	" " " " " " " "
2.30	" " " " " " " "
3.00	" " " " " " " "
3.30	" " " " " " " "
4.00	" " " " " " " "
4.30	" " " " " " " "
5.00	" " " " " " " "
5.30	" " " " " " " "
6.00	" " " " " " " "
6.30	" " " " " " " "
7.00	" " " " " " " "

### NIGHT CAR.

8.50 p.m.	to 9.00 p.m. Every 30 minutes
9.30 p.m.	" " " " " " " "
11.45 p.m.	" " " " " " " "

### SATURDAY

7.30 a.m.	to 10.30 a.m. Every 15 minutes
8.00	" " " " " " " "
8.30	" " " " " " " "
9.00	" " " " " " " "
9.30	" " " " " " " "
10.00	" " " " " " " "
10.30	" " " " " " " "
11.00	" " " " " " " "
11.30	" " " " " " " "
12.00 noon	" " " " " " " "
1.00 p.m.	" " " " " " " "
1.30	" " " " " " " "
2.00	" " " " " " " "
2.30	" " " " " " " "
3.00	" " " " " " " "
3.30	" " " " " " " "
4.00	" " " " " " " "
4.30	" " " " " " " "
5.00	" " " " " " " "
5.30	" " " " " " " "
6.00	" " " " " " " "
6.30	" " " " " " " "
7.00	" " " " " " " "

### SUNDAY

7.30 a.m.	to 10.30 a.m. Every 15 minutes
8.00	" " " " " " " "
8.30	" " " " " " " "
9.00	" " " " " " " "
9.30	" " " " " " " "
10.00	" " " " " " " "
10.30	" " " " " " " "
11.00	" " " " " " " "
11.30	" " " " " " " "
12.00 noon	" " " " " " " "
1.00 p.m.	" " " " " " " "
1.30	" " " " " " " "
2.00	" " " " " " " "
2.30	" " " " " " " "
3.00	" " " " " " " "
3.30	" " " " " " " "
4.00	" " " " " " " "
4.30	" " " " " " " "
5.00	" " " " " " " "
5.30	" " " " " " " "
6.00	" " " " " " " "
6.30	" " " " " " " "
7.00	" " " " " " " "

### SHORT CAR.

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not a ready full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,  
General Managers.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

### DOWN TRAINS.

Stations		No. 9 Through Express p.m.	No. 7 Through Express p.m.	No. 8 Local p.m.	No. 11 Local p.m.	No. 13 Through Express p.m.	No. 17 Local p.m.	No. 19 Local p.m.	No. 21 Local p.m.
CANTON (Tai Sha Tan)	dep.	7.30	7.30	7.30	7.30	8.30			
Shek Lung	arr.	7.45	7.45	7.45	7.45	8.40			8.30
Shek Chai	arr.	7.55	7.55	7.55	7.55	8.40			8.30
Shengshui	arr.	8.10	8.20	8.10	8.10	8.45	9.00	8.50	8.30
Yanling	arr.	8.20	8.30	8.20	8.20	8.45	9.00	8.50	8.30
Yanling Marten	arr.	8.30	8.40	8.30	8.30	8.45	9.00	8.50	8.30
Yanling	arr.	8.40	8.50	8.40	8.40	8.45	9.00	8.50	8.30
Yanling	arr.	8.50	9.00	8.50	8.50	8.45	9.00	8.50	8.30
Yanling	arr.	9.00	9.10	9.00	9.00	8.45	9.00	8.50	8.30
Yanling	arr.	9.10	9.20	9.10	9.10	8.45	9.00	8.50	8.30
Yanling	arr.	9.20	9.30	9.20	9.20	8.45	9.00	8.50	8.30
Yanling	arr.	9.30	9.40	9.30	9.30	8.45	9.00	8.50	8.30
Yanling	arr.	9.40	9.50	9.40	9.40	8.45	9.00	8.50	8.30
Yanling	arr.	9.50	10.00	9.50	9.50	8.45	9.00	8.50	8.30
Yanling	arr.	10.00	10.10	10.00	10.00	8.45	9.00	8.50	8.30
Yanling	arr.	10.10	10.20	10.10	10.10	8.45	9.00	8.50	8.30
Yanling	arr.	10.20	10.30	10.20	10.20	8.45	9.00	8.50	8.30
Yanling	arr.	10.30	10.40	10.30	10.30	8.45	9.00	8.50	8.30
Yanling	arr.	10.40	10.50	10.40	10.40	8.45	9.00	8.50	8.30
Yanling	arr.	10.50	11.00	10.50	10.50	8.45	9.00	8.50	8.30
Yanling	arr.	11.00	11.10	11.00	11.00	8.45	9.00	8.50	8.30



For all festive occasions  
the

# VICTROLA

furnish the music you want most at the moment—  
stirring marches, patriotic songs by noted artists,  
dance music by the leading dance orchestras,  
all the world's choicest music by the world's  
greatest vocalists and instrumentalists.  
Come in to-day, ask for a demonstration, and  
select your Victrola.



PRICES from \$49.50

20% discount for cash with order.

## S. Moutrie & Co., Ltd.

Exclusive Agents

**For Evening Wear**

Shirts  
Stiff or Soft Fronts.

Collars  
in Quarter Sizes.

Ties  
Smart Shapes.

Socks  
Black Silk.

Pumps  
Best Patent Leather.

In all  
the  
Newest  
Styles

SHAPE 25

### MACKINTOSH

CO., LTD.,  
Men's Wear Specialists,  
16, DES VŒUX ROAD. Telephone 28.

**HAPPY HIT  
CIGARETTES**

The Real Burley Cigarette

**IT'S TOASTED.**

An entirely New principle in  
Cigarette Manufacture.

SOLE AGENTS:  
**THE HONGKONG CIGAR STORE  
CO., LTD.**  
Hotel Mansions.  
Tel. 151.

## THE CORONET

TO-NIGHT  
SEPTEMBER 9 and 10, 1919.  
at 5.15 and 9.15 p.m.

D. W. GRIFFITH Presents  
**DOROTHY GISH**

in

"ATTA BOYS LAST RACE."

etc., etc., etc.

### DEMobilIZATION.

MEMORANDUM BY THE SECRETARY  
OF STATE FOR WAR.

Six months have passed since a...  
the troops the arrangements necessary for the Armistice of Occupation and the principle that would be followed in demobilizing the great army of the war period. The plan then unfolded is well known. It may be briefly summed up as follows:—  
To be three men out of four go, and pay the fourth man double to finish the job; these fourth men being picked out of those who had not joined up before the 1st January, 1916; had not passed their 25th birthday; and had not got three or more wound stripes.

It was also explained that Parliament would be asked to make a law prolonging the compulsory military service of all men kept under the above plan until the 30th April 1920, after which they were to be released with all convenient speed. This law has now been made.

Anyone can see for himself today how necessary it was to do this. Peace is about to be ratified, and but for this law we should in a few days be absolutely defenceless and without any kind of military organization. We should have no army at all to garrison our Empire and the new provinces for which we have become responsible, or to make sure that the Germans keep their word. We should have thrown away not only all that we have worked so hard to gain in this great struggle, but also all that the British Empire had acquired before the war. It is lucky that we took the steps we did.

Meanwhile all the time the old pre-war voluntary army is being remade as fast as possible. Towards the making of this army we have already obtained 200,000 volunteers for periods varying from one to nine years. These men are being used to form 154 battalions, 224 batteries, and 31 cavalry regiments, in addition to other necessary units. But this takes time, especially as the men who re-enlist are entitled to two or three months' leave before they join up for duty. Volunteering on the whole has been well maintained and has lately improved. The average weekly intake of recruits and re-enlisters is more than four times the usual rate before the war. If this goes on it is likely that all men who actually fought in the field in the war will be released before the new Military Service Act expires, and it is hoped that a very large proportion will have been released before the end of the present year. Thus we should be able to provide for the defence of the British Empire in 1920 entirely by volunteers who did not join in time to share in the fighting.

The above is not a pledge in any sense of the word, because no one can foresee what will happen, and Parliament must remain supreme to take whatever steps are necessary for the common safety. It is, however, a very clear indication of what we believe is likely to happen, and what we are trying to bring about.

4. Already since the Armistice nearly 3,000,000 men have been demobilized, leaving altogether in the Army 1,900,000 including the 200,000 volunteer Regulars. These are distributed roughly as follows:—

Army of the Rhine, including the troops in France and Flanders	120,000
Army of the Black Sea	11,000
Army of the Middle East	105,000
Army of India (including demobilizable men from Mesopotamia, temporarily detained in India)	75,000
Home Army, including Ireland, the Volunteer Regular Army now being formed, and about 165,000 non-effective, sick and wounded men awaiting demobilization	324,000
Detachments in Russia	17,000
Detachments in Italy	7,000

5. We now propose, assuming that Peace is ratified by the 1st August next, to make further reductions as follows:—

The Army of the Rhine, which now consists of 10 divisions, will be reduced to 2 divisions by the late autumn. This will effect a saving of about 150,000 men. The clearing up in France and Flanders is also proceeding well, and as soon as the German prisoners have been sent home the men who are guarding them will become available. Altogether, by 1st November it is hoped that the force in France and Flanders will have been reduced by more than 100,000 men.

6. Gowing to the evacuation of the Caucasus, which will take place in the autumn, the British troops in the Army of the Black Sea (which is the Army enforcing the peace on Turkey and Bulgaria) will be reduced by 10,000 men.

All troops in Russia, except those who volunteer to join the Military Missions, will be brought home before the winter, and those who were in North Russia during last winter will, it is anticipated, start for home in September, excepting always such men as may volunteer to stay.

Nearly 200,000 men will be released from the Home Establishment as German prisoners return home, as wounded re-convalescing, and as demobilization proceeds. Thus, by the end of the year the British Army, which is now 1,900,000, will be reduced to about half that number.

8. There are two parts of the world, however, where we cannot at present reduce our armies at all. In the Middle East, including Egypt, and in India, where the Atchans and Bolshevik agents are making trouble, we must maintain our forces at full strength. But these are also the very places where there is the largest proportion of men who have been away from their homes for the longer time. As we cannot reduce these men we have to replace them. Before we can bring them home according to the promise which has been made, we must find means to relieve them. In these distant theatres there are also the difficulties of making the necessary shipping arrangements; but it is expected that the Regular troops who are to form the permanent garrison of India will all be despatched by the end of this year to release the present temporary garrison. These Regular units are now being sent out two or three battalions every week, and they will relieve an equal number of demobilizable men whom we have hitherto been forced to retain in India. First among those to come home from India will be the who were already on their way from Mesopotamia and who stopped in India on account of the outbreak there.

We have not yet, however, got enough volunteer Regular units ready to be able to provide reliefs of volunteers for the armies in the Middle East, including Egypt. It is necessary, therefore, that drafts should be made up out of retainable men of the Armistice of Occupation who may become surplus on the Rhine, or in France and Flanders, or at home, to get out to the Middle East and relieve their comrades who have been away from home so much longer and are entitled to demobilization. These reliefs will not, however, be kept abroad indefinitely. They will, in their turn, be relieved as soon as the Regular troops have been organized and can take over from them.

7. All sorts of suggestions have been made as to the order in which men should now be released from the Army; and there are many hard cases, both compassionate and pivotal, which deserve attention. But the time is getting short now. The end of the task is coming into sight, and it is better to keep to certain broad and simple rules which everybody can understand, even if individual cases of hardship are caused.

The following, therefore, are the rules on which we shall now proceed:—

(i.) Definite orders have been issued that all 1914 men, except those in India and any others who may be in Russia, shall begin their journey home within one month of the signature of peace, namely, by the 28th July, and that all 1915 men and men over 37 years of age, except those in India and Russia, shall start for home within two months of the signature of Peace, namely, by the 28th August. All other men who are now desirous and eligible for demobilization under existing regulations will start for home within three months of the signature of Peace, namely, by the 28th September. The above programme of release will apply equally to men who, although demobilizable, have hitherto been retained for essential purposes usually described as "Machinery of Demobilization," but will not, of course, apply to men who, although eligible for demobilization, have volunteered to stay on for a period with the Armies of Occupation.

(ii.) All Derby men who joined the colours for service before the 1st July, 1916, excepting those in India and Russia, will have begun their journey home by the 1st November.

(iii.) All 1914, 1915 men, and all Derby men who joined the colours before the 1st July, 1916, who are in India, will similarly have started for home by the 1st December, if not released earlier, provided always that no unexpected trouble occurs in that country.

(iv.) All troops in Russia who have not volunteered to join the Missions, will have started for home before the winter, as already explained.

(v.) As from 1st July, no conscript soldier will be sent to India or Mesopotamia, and no Derby man will be sent further from home than the Army of the Rhine.

8. Finally, it is hoped that it may be found possible to release in the early Spring of next year all the remaining men of all classes who fought in the war, of war or garrison abroad before the Armistice was signed, excepting always such as may have volunteered to continue serving. It is impossible, however, at this distance of time to make any definite plans in this respect. Moreover, it must be clearly understood that, if Peace is not ratified, or if the ratification is delayed, or if the Germans break out again, or if there are risings in India or Egypt, or serious trouble in Turkey, the above programme will have to be modified; and there will be shipping delays may possibly occur. But assuming all goes well we have every hope and intention of being able to give effect to it.

WINSTON S. CHURCHILL.  
War Office, July 16th, 1919.

### SHOOTING A BABY.

AN ATTEMPT TO SILENCE  
WRANGLING AMAHS

At the Magistracy, yesterday, a Chinese was charged with being in possession of a Daisy air-gun without a licence, and with wounding a baby, 20 days' old, in the right leg.

Mr. De W. Goldring appeared for the defendant.

Mr. Lindsell asked whether the Police suggested that defendants deliberately aimed at the baby or had been guilty of negligence.

Sergeant Aris replied that the mother of the baby had stated that defendant deliberately aimed at the youngster. The whole matter arose over a quarrel between two amahs on the ground floor of the building in which defendant was staying.

Defendant asked them to desist from making a noise and, as they paid no attention, he shot at them with the gun. The shot, however, missed the women and entered the baby's right leg.

Mr. Lindsell remanded the case till September 13th, fixing bail at \$100.

### CELEBRATING MOHAMMEDAN FESTIVAL.

Saturday was the Mohammedan *Haji* Festival, when Mohammedans all the world over observe as a general holiday. An Indian Mohammedan named Abdul Latiff celebrated the occasion in Hongkong by getting drunk, contrary to the teachings of his religion, and attacking a comrade with a pair of scissors. He was arrested and charged at the Magistracy, yesterday, with wounding a comrade.

Mr. J. H. Gardiner, appearing for the defendant, pleaded guilty, stating that his client was "heavily drunk" and did not know what he was doing. There was no quarrel between the two, but the liquor, getting into defendant's head, made him mad.

Complainant stated that defendant and he lived in the same house in Anton Street. On Saturday night defendant was "half drunk, not full drunk," and injured him with a pair of scissors, for what reason he did not know.

Mr. Lindsell fined defendant \$25.

### POLICE CASES.

Three Chinese, charged with the murder of a rattle shop-keeper on August 18th, were committed for trial, yesterday, at the next Criminal Sessions.

Two Chinese, one a workman employed by the Kowloon Dairy Farm—charged with being concerned in the armed robbery at the Dairy Farm, have been committed for trial.

The hearing of the charge against five men of being concerned in an armed robbery at Ching E. Island has been fixed for Friday. One of the accused is a returned banished.

The three armed men, arrested on Morrison Hill by the Police, on Friday, were charged at the Magistracy, yesterday, with being in unlawful possession of daggers and revolvers. The men, it was alleged, attempted to rob either No. 5 or 6 Morrison Hill Road. The case was remanded.

### OPIUM.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of 9 lbs. of raw opium.

Defendant stated that the luggage in which the drug was found belonged to a friend, whom he could find.

Mr. Lindsell remanded the case.

Another Chinese, charged with the possession of 10 lbs. of raw opium, was fined \$500, while a third man who had 11 lbs. of the drug was fined \$1,000.

In each instance the opium was concealed in false-bottomed boxes.

### "DOING TIME" FOR STEALING A CLOCK.

A man, who had been banished from Singapore for life, came to Hongkong and stole a clock and some clothing from the residence of Mr. N. G. Nolan, of the Supreme Court. He was sentenced, at the Magistracy, yesterday, to fifteen months' hard labour—three for larceny and twelve for coming to Hongkong.

### SMUGGLING AMMUNITION.

Two Chinese, lately returned from America, brought between them 650 rounds of ammunition. They pleaded ignorance of the law.

Mr. Smith fined one man \$100 and the other \$50.

### TRESPASSING AT THE ASTOR HOUSE HOTEL.

For trespassing in the Astor House Hotel, a Chinese was sentenced to three weeks' hard labour at the Magistracy, yesterday.

### JUSTICE IN SIAM.

TWO BRITISH ENGINEERS  
IMPRISONED.

It will be remembered that some weeks ago Messrs. Lewis and Farrar, the first and second officers, respectively, of the *S.S. Lianan*, a frequent caller at Hongkong, were convicted by a Bangkok Court of importing opium into Siam and of being in unlawful possession of opium. They were sentenced to three years and to two years and six months' imprisonment respectively. On appeal, the conviction and sentence were upheld, but in the Dika Court, when the matter came before five judges, the sentences were reduced to two years and two months and two years and one month, respectively.

Messrs. Farrar and Lewis are both well-known in Hongkong, and the following article from the *Bangkok Times*, of August 29th, in reference to their treatment will be read with interest:

Comparisons, we are told, are invariably odious but we make no apology for submitting the following to the sense of justice of our readers, who will doubtless assign any odium attaching thereto to the quarter concerned.

Messrs. Lewis & Farrar. Nai Chai. Charge: Endeavour. Charge: Attempted to import, and murder, or in the with being in possession of opium, causing session of opium grievous bodily harm, contrary to law. to a girl of 17.

No previous conviction. No previous conviction.

War Service: Lewis War Service: 11 years' sea service years' service with the Motor Transport Section of the Siam Expeditionary Force, in France.

Farrar—11 years' continuous sea service in the European war zone, part of which time he served as an officer on a British Royal Naval Transport; during this period he took part in 3 engagements with enemy submarines, ultimately becoming involved in a collision with a British cruiser following a submarine attack on a convoy of merchantmen and their escort, from the effects of which he was declared unfit for further war service.

Sentence: — Lewis. Sentence: Found Fined 49,365, or in default of payment sentenced to 2 years' imprisonment, but the operation of the sentence suspended for five years and his immediate release ordered, this in view of the fact that he had been on active service, and that he had no previous conviction.

Farrar—Fined 10,000, or in default of payment sentenced to 2 years' imprisonment, with a further term of imprisonment, with out the option of a fine, of 6 months. Suspension of the further terms refused.

Both have already been imprisoned for nearly 7 months.

### OUTSPOKEN AMBASSADOR OR GERMANY'S PENALTY DESERVED.

Professor Forster, the Bavarian Ambassador at Bern, has published a remarkable article in the *Tagblatt* telling Germany plainly that it is a great mistake not to seek in her own actions the cause of the severity of the peace conditions. The mistrust and aversion of nearly the whole civilised world, the disbelief of Germany's uprightness expressed in every clause of the Treaty, he says, ought to make it clear to her what she has been during the last fifty years, and what the world thinks of her sabotage of the Hague Convention, her systematic destruction and plunder, her mass deportation of women and girls, and her frightful initiative in all possible new ways of killing.

Whoever has the slightest appreciation of what millions of people had to suffer under the rule of German armies for four long years in the occupied territories," he declares, "must ask his conscience: 'What right exactly have we to humane treatment?' What Germany has always honoured as the last word of political wisdom is now applied to her. The German authorities should have informed the people immediately after the armistice of the misdeeds done by order in Belgium and Northern France; then the best people would have spoken out and Germany would not have been suspected of approving every excuse."

One of the results, he points out, is that the enemy grew accustomed to regard the change brought about in Germany by the revolution as only one of institutions, and not as the rising up of a New Germany. As to the infringement of the Fourteen Points, those offered Germany in January, 1918, were answered with scorn, derision, and Brest-Litovsk. Germany would not gain more by a great poison gas offensive than by the establishment of a new world order.



# SIR REGINALD STUBBS, K.C.M.G. ARRANGEMENTS FOR NEW GOVERNOR'S LANDING.

Sir Reginald Edward Stubbs, K.C.M.G., the new Governor of Hong Kong, is expected to arrive in Hong Kong on the morning of Friday, September 26th, on the P. and O. s.s. *Kilm*, which, according to schedule, was in Bombay yesterday. The *Kilm* will call at Colombo, where Sir Reginald will have an opportunity of renewing old associations at a dinner which Brigadier-General Sir William Henry Manning, Governor of Ceylon, is giving in his honor. The vessel will also call at Singapore, where Sir Reginald Stubbs will doubtless be entertained by the Hon. Mr. F. S. James, the Officer Administering the Government.

The arrangements for the Governor's landing have not yet been finally made, but there is no doubt that "old custom" will be followed, except in one small detail. H.E. will be met at Blake Pier by the Officer Administering the Government, and will be introduced to the members of the Executive and Legislative Councils, the heads of the bench, judiciary, the senior naval and military officers, the heads of the Government departments, and, doubtless, the leading residents.

H.E. will then inspect the guard-of-honor, which will be supplied by the Manchester Regiment. The slight variation from precedent will be the route which Sir Reginald will take to the City Hall. Unlike Sir Henry May and Sir Matthew Nathan, both of whom went past the Post Office buildings and the Hongkong Hotel, and turned down Queen's Road, the new Governor will go along the P. and O. pier into Statue Square and so on to the City Hall, where Sir Paul Chater and the General Reception Committee will be assembled. Sir Paul Chater will read the address of welcome to the new Governor, and the public will be invited to be present at this function.

The route to be followed by H.E. the Governor will be decorated by the Government on behalf of the general community, and no doubt the bigger firms in the City will co-operate, so that the City may assume the necessary festive air.

From the City Hall, Sir Reginald Stubbs will proceed, in the company of the Hon. Mr. Chater, to the Council Chamber, where, at a special session of the Executive and Legislative Council, the oath of office will be administered by Sir William Reed, Davies, K.C., Chief Justice. Sir Reginald Stubbs will then doubtless make a speech, but it is not certain yet whether Lady Stubbs and the two Messrs. Stubbs are accompanying Sir Reginald on the *Kilm*.

## HONGKONG CIVIL SERVICE. TEMPORARY INCREASE OF SALARY.

The telegram recently addressed to the Secretary of State for the Colonies by Sir William Reed Davies, K.C., as Chairman of the Hongkong Civil Service Salaries Commission, urging temporary relief until the Commission's report has had the full consideration of the Home authorities, has had the necessary effect for we understand that the Secretary of State has approved the grant of a temporary allowance to those members of the Civil Service who have not already been granted relief.

A circular just issued by the Colonial Secretary says, *inter alia*:—  
All officers in the Government Service of the Colony, other than those to whom Circular 19 (granting a rise of allowance of 20 per cent. to all employees drawing less than \$200) and Circular 20 (granting a temporary allowance of 20 per cent. to all officers recruited in the Colony), will receive an allowance of 20 per cent. on their substantive salary. The maximum amount which may be so drawn in any one month is \$186.66, or £16 13s. 4d.

If an officer's salary at one period of the year is in excess of \$1,000 or £186 13s. 4d. a month, and at another period less than that amount, an adjustment will be made at the end of the year, but the total allowance in respect of the year shall not exceed \$2,000.

The allowance will be retrospective as from January 1st.

The above circular has been received by the Service with disappointment, for, as the war allowance of 10 per cent. is now cancelled, the new increase works out at 10 per cent. on their present augmented salaries.

It is believed that Sir Reginald Stubbs is bringing back from Home the report of the Salaries Commission, and will give it his full consideration, and after studying local conditions, will forward his report to the Secretary of State for the Colonies. This report will form the basis of the concessions which will be permanently made to the local Service.

# CORRESPONDENCE. THE CURRENCY DIFFICULTY AGAIN.

TO THE EDITOR OF "THE HONGKONG DAILY PRESS."  
SIR, The fact that the Hongkong and Shanghai Banking Corporation refuse to change banknotes for coins seems strange. The notes are issued by the Bank and every one of them promises to pay the bearer on demand. What is the use of printing such words on the notes? Yours, etc.,  
SHEK NGAM KWONGSE,  
17, d'Aguilar Street, Hongkong,  
September 7th, 1919.

## UNIVERSITY OF HONGKONG. LOCAL EXAMINATIONS.

The following additional candidates have been recommended for Distinction, subject to the approval of the Senate:

SENIOR LOCAL BOYS.

John Litton, Diocesan Boys' School, Biblical Knowledge.

SENIOR LOCAL GIRLS.

Yuen Kwai Sun, Belitt's Public School, English, Geography.

Marjorie Edna Garrod, Italian Convent School, English.

Wong Sau Tsun, Belitt's Public School, Needlework.

Maria Augusta Dos Remedios, Italian Convent School, Bookkeeping.

Ng Sui Lin, St. Stephen's Girls' School, Biblical Knowledge.

Junice Samy, Belitt's Public School, Needlework.

JUNIOR LOCAL BOYS.

Robert Cyril Reed, Diocesan Boys' School, Arithmetic.

Yung Kai Yip, St. Joseph's School, Arithmetic, Chinese, Biblical Knowledge.

JUNIOR LOCAL GIRLS.

Dorothy Barwald, Italian Convent School, Biblical Knowledge.

Tsang Chiu Ngo, Italian Convent School, Needlework.

The Chinese Chamber of Commerce Scholarship has been awarded, subject to the approval of the Senate, to Charles F. Gower, Diocesan Boys' School, on the resignation of William Howard, of the same School, to whom it was previously awarded.

The following candidates have failed in Matriculation, but have been awarded Senior Local Certificates, subject to the approval of the Senate:

Agapito Del Rosario Y. A. Santos, St. Joseph's College.

Anthony Ng, St. Joseph's College.

Francisco V. V. Ribeiro, St. Joseph's College.

John Litton, Diocesan Boys' School.

Philip Brooks, Bamsey-Taylor, Diocesan Boys' School.

Chan Chai Lam, Diocesan Boys' School.

The following is a supplementary list of candidates who have passed the Junior Local Examination, subject to the approval of the Senate:

Li Shiu Ki, St. Paul's College.

Leung Pui Yim, St. Paul's College.

Cheung Sau Fan, St. Paul's College.

Tso See Leung, St. Paul's College.

Richard Lee, Diocesan Boys' School.

Joseph Lau Kam Wing, St. Joseph's College.

Jai Pestonjee Cooper, St. Joseph's College.

Andrew Tse Tak On, St. Joseph's College.

Joseph Chan Kwok Leung, St. Joseph's College.

Tsang Kue Shun, St. Stephen's College.

Wong Boon Hin, St. Stephen's College.

Yu Chai Yuen, Macao English College.

Tsang Hin Ship, Macao English College.

## DEATH OF MR. D. B. MURRAY.

It is with much regret that we record the death at Yokohama, after an operation for appendicitis, of Mr. Douglas Bennett Murray, one of the senior members of the staff of the Union Insurance Society of Canton, Ltd.

The late Mr. Murray joined the London office of the Society in March, 1898, and arrived in Hongkong to join the Eastern staff in April, 1903. In 1910 he was transferred to Tientsin to take charge of the branch there, afterwards serving at the Shanghai office until 1915. From 1916 to 1918 he was manager of the Singapore branch. He returned to the Head office in Hongkong at the beginning of the present year, and in June last was transferred to take charge of the Yokohama branch.

Whilst in Hongkong, Mr. Murray was Hon. Secretary of the Royal Hongkong Golf Club from 1904 to 1907, being himself a keen golfer. His untimely death will be deplored by his best of friends in the Far East, for he was a most popular man with a charming manner and a largeness of heart seldom met with.

Mr. Murray married in 1915, Miss Mamie Brand. For her and for his mother the greatest sympathy will be felt.

# HONGKONG FOOTBALL LEAGUE. PROSPECTS FOR THE COMING SEASON.

FIRST DIVISION DIFFICULTIES.

The prospects for the coming season's football League, especially as regards the First Division, are not so bright as many enthusiasts believe, though there is no doubt that by the conclusion of the coming season the pre-war standard of football will have been attained. It appears that the immediate difficulty is due to the Services, only the Navy seeming able, at present, to raise a First Division team. The R.G.A. has lost nearly the whole of last year's first team, and the Royal Engineers are in a similarly crippled condition, having only one player (Smith) left. Arrivals from Home for the Artillery and the Engineers are expected shortly, but it is doubted whether any will arrive in time for the opening of the season, about the middle of next month. The R.G.A., comprising three Companies, number scarcely 70 men, and it has been stated that it is impossible to pick a First Division team from among them, even to carry on until the new men arrive. The Engineers are in a similar plight.

If neither the R.G.A. nor the R.E. are able to raise a First Division eleven, there will only be three Clubs in the First Division—Hongkong F.C., the Navy, and South China A.C. Three alternatives will then present themselves: either the postponement of play in the First Division till (say) the middle or end of November; the abandonment of a First Division altogether, in which case the Navy, the Hongkong F.C. and the Chinese can be invited to join the Second Division; or an invitation to the two strongest teams in the Second Division—St. Joseph's College and Kowloon—to join the First Division in the interests of sport.

The Hongkong F.C. is in the fortunate position of having a plethora of players from whom to select. The whole of last year's team is available, excepting, of course Black and McCubbin, who have retired from the game permanently, after many years' excellent service to the Club. Radford, Rodgers, Robinson and Ralston have all returned from active service, and are very keen to play. The Club can do no better than select J. Stewart again as Captain, for he has a knack of keeping his team well in hand and getting the best out of them.

From all accounts, the Navy is out to beat all comers again, although practically the whole of last season's team—with the exception of Neal, Travis and Crocker—have been relieved. It is stated that at least three crack forwards can be chosen from the new men already here, when H.M.S. *Carlisle* returns from Vladivostok, and H.M.S. *Hinchins* arrives from Hong Kong (both are expected before the new season commences) it will be very surprising if the Navy cannot field a team strong enough to beat any other competitor in the League. The name of Graydon, who is said to have played in good company at Plymouth, is mentioned as one of the surprises which the Navy has in store.

The South China Athletic, whose position in last year's League table was not indicative of the really excellent football they played, will be as great a draw as they were last year. The Chinese deserve every success, for their play is free from those blemishes which were so marked in some of the other teams last season. They will have one of two changes in their First Division team, and can be depended upon to give any of their opponents a run for their money. It has been stated that they prefer to play in the Second Division, but it is the general hope that they may be induced to stay in the First. Their home matches will probably be played on their new ground at Sookm-poo Valley.

Having won last year's Second Division League, there is no reason why St. Joseph's should not go a step higher in the coming season. It was feared at first that Moosden, Sepher, and the brothers Omar would transfer their allegiance to the Indian R.C., but it appears they have changed their minds and are remaining in the College team. Thus, the College loses its only excuse for staying in the Second Division. The team will only lack E. Hyndman, one of the full-backs, who has been forced to give up the game.

The Kowloon Club have got a team this year that puts them into the First Division standard, and it will be in the interests of football if they are persuaded to match their skill against the Senior Clubs. They certainly will not be "exterminated," and the experience will be valuable, especially as Kowloon cannot

always be content to remain in junior football. They can call on the services of Rasmussen, Knight, Taylor and Hamilton, all of whom add credit to themselves when playing for Hongkong last season. With Jackson, White, Wheeler and Van Langenberg, of their last year's team, all keen to play again, and Millard of last year's R.E. first team, as well as May, of the Staff and Depts. first team, of two years ago, willing and anxious to play, Kowloon can be depended upon to give a very good account of themselves. If they decide to stay in the Second Division, they should easily carry off the honors, unless the Navy turn out a team of tramps from the *Hinchins*.

The Second Division competition is certain to be interesting with the following teams competing:—St. Joseph's College and Kowloon (if they will not play in the First Division), the Navy, Staff and Depts., R.G.A., R.E., I.R.C., United F.C., and South China Athletic. The Navy prospects are rosy, for there are several good players in the Colony and many more are expected. At present it is doubtful whether each of the three R.G.A. Companies (Sird, 5th and 8th) will be able to enter a team. Lieut. Jones is doing his best to form an 8th Co. XI, and if the other two Companies get together enough players to give the League a start, the new men will arrive in time to keep things going. If each company cannot raise a team, one R.G.A. team will undoubtedly play in the Second Division. The Staff and Depts. team this year is expected to be strong, and may yet provide a surprise.

The Chinese teams will have one or two new players, but will not be appreciably stronger. The I.R.C. is an unknown quantity. The Club can command the services of a number of "have-beens," but unless a start is made soon towards the formation of a team they will not do well in the League. The Club contains many promising younger players who need a lot of practice. Another team that is making its first appearance in Second Division football is the United F.C., a band of youngsters whose enthusiasm is bound to be productive of good results. They are already practising hard, and, as there are several skilful players in their ranks, they may be depended upon to give a good account of themselves.

A meeting of the League and the Football Association will be held on Monday. It will be fortunate if the meeting is able to persuade Mr. Rasmussen to retain the Secretaryship in which he is now acting for Mr. F. W. Wright.

In view of the coming meeting, it is not too early to urge that greater caution should be exercised this season in the selection of referees than was shown last season, when there were many unpleasant incidents owing to ignorance of the rules displayed by those in charge of games.

## SHORTHAND RESULTS AT THE ITALIAN CONVENT SCHOOL.

The following are the names of the candidates from the Italian Convent School who received recently their certificate in Pitman's Shorthand:—

Full—Florentina Nunes, Felicidad Neves, Rose White, Dolores Juson, Mary Walker, Gladys Woolley, Evelyn Woolley and Sophie Wells.

First Class—Constance Stanham.

Second Class—Wazira Ramah, Winnie Souza, Lily Stanham, Lena McKenna, Annie Dillon, Daisy Gittins, Mabel Holloway, Annie Tullian, Josie Hung, Beta Hazeland, Lily Haynes, Lucy Haynes, Marjorie Garrod, May Hyde, Beatrice Ellis, May Fincher, Elvira Alvarez, Ellen O'Sullivan, Margaret Gerard, Cecile Johansen, Bertha Rodriguez, Guilhermina Assumption and Aurea Carvalho.

Third Class—Lucy Haynes, Beta Hazeland, Ellen O'Sullivan, Margaret Gerard, Marjorie Garrod, May Fincher, Edith Wright, Bertha Rodriguez, Silvina de Cotte, Marie Rosario, Violet Van Langenberg, Mollie McBean, Florence Simmons, Violet Tsan, Olive Xavier and Amy Garth.

## TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

10.45 a.m., September 7th.  
Cyclone or typhoon S. of Guam, direction unknown.

A Parliamentary correspondent, writing to *The Times* recently, stated that the Government have decided to increase the pay of the Army immediately. The private is to receive 2s. 6d. per day, which salary will be increased to 4s. when he becomes proficient.

In the International Court, Bangkok, on August 29th, Nai Thian Eaw gave evidence for plaintiffs in the case brought by the Mitsui Bussan Kaisha, Ltd., against Phra Anuvatra Rajanyom for a sum of over one million ticals in connection with a charter. The rest of the evidence for plaintiffs will be taken in Hongkong, and they have been allowed ten days in which to frame their questions.

# LANE, CRAWFORD & CO.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

SHILLCOCK'S  
FOOTBALLS

SPECIAL NOTICE  
TO  
CLUB SECRETARIES

GLENN & MOORE'S  
BATS

# THE OPENING SEASON FOR FOOTBALL, CRICKET & HOCKEY

IS QUICKLY APPROACHING.

WE TAKE THIS OPPORTUNITY OF STATING THAT WE HAVE AN EXCELLENT SELECTION OF THE NECESSARY REQUISITES FOR THESE GAMES MANUFACTURED BY WELL-KNOWN BRITISH MAKERS.

SPECIAL TERMS TO CLUBS, COLLEGES, AND SERVICE TEAMS.

## IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type gets worn; new sets of type are inexpensive, and can be put on in 30 seconds.  
Two sets of type are provided with each machine, others to any quantity may be purchased separately.  
Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 200 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER; let us demonstrate to you its further advantages.

Messrs. BREWER & CO.,  
(Sole Agents: Hongkong).

# UNIVERSAL IMPORT & EXPORT CO., GENERAL COMMISSION AGENTS.

(Hotel Munitions, Top Floor).

P.O. BOX 348.

"VIROTYPE" TYPEWRITERS.

IDEAL for travellers, a machine that you can always have in your pocket.

Given away at \$18 and \$25 each.

Now exhibited at "THE VICTORIA PRINTING PRESS."

Distributed by— UNIVERSAL IMPORT & EXPORT CO.

# THE HING WAH PASTE MFG. CO., LTD.

Head Office: Nos. 47 & 48, Connaught Road Central, Hongkong, Tel. Nos. 1238 & 2230.

Our Macaroni, Paste Stars, Egg-noodles, Vermicelli, or other kinds of our Soap etc., makes a dainty dish to the table.

Sold at very reasonable prices.



Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly. Inspection and Enquiries are cordially solicited.

# Powell Ltd.

TELEPHONE 346

Just received a shipment of

# HIGH-CLASS WALKING STICKS AND UMBRELLAS

with and without

## STERLING SILVER MOUNTS.

There are many exclusive novelties and designs, these we shall be pleased to show if you will call.

ASH, CHESTNUT, RATTAN, CHERRY, BAMBOO, REAL & IMITATION MALACCA and a large selection of Fancy Woods.

SEE WINDOW.



## NEW ADVERTISEMENTS

**QUEEN'S COLLEGE, HONGKONG.**  
**WINTER TERM** and School Year commences MONDAY, September 15th.  
 Candidates for Admission should attend in the College Hall on SATURDAY, September 13th, at 12 noon.  
 Copies of Prospectus may be obtained upon application to—  
 The HEADMASTER.  
 [1215]

**GOVERNMENT BILLS, ETC.**  
**TENDERS** for SPECIES current in SHANGHAI up to and for the sum of \$500,000 current in Shanghai, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on September 10th, 1919.  
 The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on September 11th, 1919.  
 Persons tendering to take  
 The amount of Dollars current in Shanghai per £100 for Telegraphic Transfer on the London Commissioners of H.M. Treasury, London.  
 The tenderers to be in duplicate and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."  
 The right to accept or reject any or all of the tenders is reserved.  
 Copies of Forms of Tender can be had on application.  
 Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in, or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).  
 The provisions of the Act do not apply to tenders of contract made by any incorporated Company in its corporate capacity and made for the general benefit of the Company.  
 Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, F. J. THURSBY-PELHAM, Esq., Col., Secretary to the Treasury, C.E.D., 61, Majestic, Hongkong, September 8th, 1919. [1212]

## HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, will be held at the HONGKONG HOTEL, on the 14th day of September, 1919, at 10 o'clock, for the purpose of considering and, if thought fit, approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Office of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the old Articles are indicated by underlining in red ink.  
 Should the meeting approve of such Articles with or without modification the proposed extraordinary resolution will be passed.  
 That the New Articles already approved by this meeting and for the purpose of "indemnification" attributed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing "Articles" thereof.  
 Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.  
 Dated the 8th day of September, 1919, Hongkong.  
 By Order of the Board,  
 G. RAPP, Secretary.  
 [1217]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

**NOTICE TO CONSIGNEES.**  
**FROM KOBE.**  
**THE Steamship**  
**"NAMSANG"**  
 having arrived from the above ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or stores immediately Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. whose wharf and/or from the Wharves delivery may be obtained.  
 Goods not cleared by Sept. 13th, will be subject to rent.  
 All broken, stained and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
 No Fire Insurance will be effected by us in any case whatever.  
 Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.  
 Hongkong, September 8th, 1919. [1222]

## PALACE HOTEL, KOWLOON.

Corner of Hap Hong & Hankow Roads.  
 Tel. 12. Address: Palace.  
**TWO** Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurnished in new up-to-date in every respect and under English Management.  
 Cuisine under personal supervision of the Proprietor.  
**BAR AND BILLIARD ROOMS.**  
**TERMS MODERATE.**  
 Special Arrangement for Families on Application to—  
 J. H. OXBERRY, Proprietor.  
 [1210]

## NEW ADVERTISEMENTS

## FOR SALE.

**FIVE-ROOMED HOUSE** at the PEAK.  
 Apply to—  
 Messrs. HASTINGS & HASTINGS, Solicitors,  
 No. 8, Des Vaux Road Central.  
 [1229]

**LADY DOCTOR** experienced, Operator, Anesthetist and Obstetrician, 9 years Hospital Experience requires assistantship or Hospital post. Fees at once.  
 C/o "G" Guillaume & Sons, Solicitors,  
 11, Salisbury Square, London, E.C.  
 [1230]

## FOREIGN &amp; COLONIAL MERCANTILE CO., LTD.

51, Gracechurch Street, LONDON, E.C. 3. Eng. Telegrams—  
 "Pocomer" Grace, Lon. Bentley & Private General Import & Export COMMISSION MERCHANTS.  
 PRODUCE EXPERTS, BUYERS AND SHIPPERS.  
 All enquiries receive prompt attention. [1231]

## BRANGWAN CLARK &amp; CO., LIMITED.

Milton House, and "India House" 8/8, Chiswell St., Manchester, E.C.  
 Eastern Merchants & Agents.  
 — Import & Export —  
 Shipments of PRODUCE advanced against CONSIGNMENTS realized to best advantage.  
 C.I.F. offers invited.  
 Samples reported on and valued free of charge.  
 Market Reports issued.  
 We handle: METALS, BRISTLES, LARD, TALLOW, OILS AND OIL SEEDS, CASSIA, LIGNEA, PEANUTS, RICE AND RICE BRAN, EGGS AND EGG PRODUCTS.  
 INDENTS (carefully executed) Export Buyers in all departments.  
 Our representative WILL BE IN HONGKONG about October 1st.  
 Letters addressed "R. E. H. Eastern" c/o the Office of this paper will reach him. [1232]

## MUSIC LESSONS.

**PROF. DANENBERG** will Resume his Piano Lessons this month. [1219]

## NOTICE.

**THE** "CHANUSHA", which sailed from Sydney on 16th August, 1919, for Hongkong via ports, having grounded at Cairns, consignees of Cargo by her are hereby notified that they will be required to sign an Average Bond and pay a deposit of 5% on c.i.f. and a value before delivery of their cargo can be granted.  
**BUTERFIELD & SWIRE,** Agents, Australian Oriental Line.  
 Hongkong, September 8th, 1919. [1218]

## WANTED IMMEDIATELY.

**EXPERIENCED TYPIST AND OFFICE ASSISTANT** by Local Shipping Firm. State terms and experience to—  
 Box No. 1230, Care of "Daily Press" Office. [1220]

## OFFICES WANTED.

**WANTED** by a leading British Insurance Company a suite of Offices on or before the 31st October next, in the Central District of Hongkong.  
 Reply—  
 Box 1231, Care of "Daily Press" Office. [1231]

## FOR SALE.

**RACING yacht "ROLLA"** of the Handicap Class. Winner of Commodore's Cup last year and second in Championship.  
 Apply to—  
 P. C. POTTS, 11, Queen's Road Central.  
 Hongkong, September 4th, 1919. [1209]

## TO LET.

**VERY Nice** furnished Apartments with board, in Upper Levels.  
 Apply—  
 Care of "Daily Press" Office. [1208]

## TO LET.

**PART** of Ground Floor.  
 10, Des Vaux Road Central.  
 Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** [1209]

## TO LET.

**NO. 102, THE PEAK, 6-Roomed House** at the Peak.  
 Apply to—  
**FERDY NATH SETH & FLEMING** [1212]

## INTIMATIONS

## NATIONAL BONDS OF THE REPUBLIC OF CHINA.

**NOTICE IS HEREBY GIVEN** that Repayment of Drawn Bonds and payment of interest Coupons will henceforth be made in Hongkong Notes, at Current Rates, for the equivalent of the face value of said Bonds and Coupons.  
 For the BANK OF CHINA, TSUYEE FEE, Manager.  
 Hongkong, September 1st, 1919. [1193]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## NOTICE.

**I**, the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "SHI SANG" of London, official number 105773 of gross tonnage 2790 tons, register tonnage 1778 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd. for permission to change her name to "APOEY" and to have her registered in the new name at the Port of Hongkong as owned by The Lai King Steamship Company, Limited.  
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
 Date at Hongkong this 4th day of Sept. 1919.  
**LI KOON CHUN,** Managing Director of LAI KING S.S. CO., LTD. [1203]

## INTIMATION

## DEWAR'S

**WHITE LABEL**  
**FINEST SCOTCH WHISKY**  
**GREAT AGE.**  
**SOLE AGENTS:**  
**A. S. WATSON & CO., LIMITED.**  
**WINE AND SPIRIT MERCHANTS.**  
**TEL. 618**  
**HONGKONG OFFICE: 104, DES VAUX ROAD, C.**  
**SHANGHAI OFFICE: 131, FINE STREET, E.C.**  
**The Daily Press.**  
**HONGKONG, SEPTEMBER 9TH, 1919**  
**A NAVAL HOLIDAY.**  
 THE PRIME MINISTER'S appeal to his colleagues in the Cabinet to exercise every possible economy has been followed by a protest from Admiral Lord FISHER against "the incredible and ruinous waste on naval expenditure." Lord FISHER speaks with the experience of one who has held nearly every important position in the Navy, ashore and afloat, and he predicts that "if the nation does not sack the spendthrifts the day of crumbling will not be far off." While there will be no disposition to question the imperative need of adopting a policy of retrenchment in view of the nation's colossal debt, it is probable that the vast majority of people will feel that the Navy is the last direction in which anything even faintly resembling parsimony should be shown. It is universally admitted that sea-power, of which the British Navy is the embodiment, was the decisive factor in the victory of the Allies. "The American Navy," said Admiral Sims on his return to the United States, "has no delusions as to how the war was won, or by whom. Had it not been for British fighting ships, American fighting men could never have got across the sea in time." In a recent speech at Sydney, too, Admiral Lord JELICOE urged the paramount necessity of naval supremacy for the existence of our widely scattered Empire, and expressed the hope that this necessity would not be forgotten when discussions took place on such subjects as the League of Nations and the limitation of armaments. Troubles about finance, he added, must be overcome. This, at first sight, would appear to be in conflict with Lord FISHER's views, but the difference may be more apparent than real. There is nothing in Lord FISHER's record to suggest that he would advocate a choice-making policy in regard to the service in which he has the spent whole of his life; indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—

indeed Commander BELLAIRS accuses him of having been responsible for much needless naval expenditure. The fact is that we have emerged from the war with a greater Navy, actually and relatively, than we ever possessed before, owing to the disappearance of the navies of Germany, Austria and Russia. This is shown by the following figures, from which all armoured ships and cruisers over twenty years of age and all torpedo craft over fifteen years of age have been excluded:—



## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

VON TIRPITZ'S MEMOIRS.  
INTERESTING WAR REVELATIONS.

LONDON, September 7th.  
Extracts from the memoirs of Admiral von Tirpitz have been published in the *Sunday Times*.

He declares that he alone in Germany realised Britain's desire to crush Germany, and, but for the interference of German politicians, would have concentrated all Germany's energies against Britain.

He maintains that unrestricted submarine warfare should have been prosecuted ruthlessly to the end, as the only weapon to save Germany from defeat.

He declares that the prestige of the British Navy robbed Germany's leaders of their courage at the beginning of the war, when the German Navy had a prospect of victory. He laments that he was denied the opportunity of accompanying the Fleet to the Battle of Jutland, which, if fought to a finish, would have put a different face on the history of the world.

Discussing the blunders of German diplomacy, Admiral von Tirpitz declares that the despatch of the *Goeben* to Agadir, for which the *Kaiserliche Marine* was chiefly responsible, was a grave blunder which inflicted a severe blow upon German prestige. To counteract this, von Tirpitz insisted on the introduction of a Naval Supplementary Bill, the announcement of which, in the Kaiser's speech of February 7th, 1912, led to Lord Haldane's visit to Berlin.

Von Tirpitz lengthily expatiates on Lord Haldane's cleverness as a negotiator, dazzling the Kaiser with the prospect of a great African Empire, while "merely" claiming the Cape to Cairo Railway as England's share. That meant Africa for England.

Von Tirpitz says that Lord Haldane, without giving an equivalent, pocketed Dr. von Bethmann-Hollweg's surrender of the original Supplementary Bill, and constantly evaded the vital point of an Agreement which was to secure England's neutrality in the event of war.

The writer reproaches the German Staff with under-estimating the British Army, even as late as the autumn of 1914, and says he was constantly thwarted in his design of concentrating his energies on the cutting of British communications by risking the High Seas Fleet in battle, in order to seize the Channel Ports.

He says that von Bethmann-Hollweg, infatuated with the idea of effecting an understanding with Britain, once remarked that the war against England was "only a passing thunderstorm." He therefore wished to handle England gently, even in the actual war operations.

Von Bethmann-Hollweg failed to realise that England having ordered the war was deliberately bent on winning it. He says that leading circles in Germany were quite ignorant of the meaning of sea-power and the bitter fate threatening Germany if she was driven off the seas.

Von Tirpitz laments the lost opportunity, not only of holding up the traffic in the Channel with artillery posted on Cape Grisnez, but also of subjecting London to a concentrated bombardment from Cape Grisnez, which would have been far more effective than the bombardment of Paris in 1918.

He says that von Bethmann-Hollweg refused to risk the Fleet in battle because he listened to Herr Ballin, who held that the Fleet should be preserved intact until the conclusion of peace.

GERMANY'S BREACH OF  
TREATY TERMS.FULLER VERSION OF REPLY TO  
ALLIED THREAT.

PARIS, September 6th.  
A fuller version of the German reply to the Allied Note than was cabled on September 5th has come to hand from Paris.

The reply states that the alleged objectionable clause in the German Constitution merely provides for the possibility of a union with Austria, and therefore does not conflict with Article 80 of the Peace Treaty.

However, in view of the Allied Note of September 2nd, Germany is unable to maintain the standpoint she has hitherto taken, but an amendment of the text of the German Constitution is unnecessary, as Germany is willing to declare that the objectionable clause shall remain without force, and that no admittance or representation of Austria to the Imperial Council can occur without the assent of the League of Nations to the necessary alterations in the Austrian Constitution.

The reply proceeds to characterise the Allied threat, in case the Allied demand is not accepted, as a deeply regrettable act of violence.

THE AUSTRIAN TREATY  
AUSTRIAN ASSEMBLY AUTHO-  
RIZES SIGNATURE.

COPENHAGEN, September 7th.  
A telegram from Vienna states that the National Assembly unanimously passed a resolution protesting against the violation, by the peace terms, of German Austria's right of self-determination, and, by 97 votes to 23, charged Dr. Benner to sign the Treaty.

ADMIRAL LORD BARESFORD  
DIES SUDDENLY OF APOPLEXY.

LONDON, September 7th.

The death occurred today, suddenly, following an attack of apoplexy, of Admiral Lord Charles Baresford.

Admiral Charles William de la Poer Baresford, G.C.B., G.C.V.O., was born in Ireland in February, 1846. He entered H.M.S. *Britannia* as a cadet at the age of 13, and rose steadily in the service, being appointed Commander in 1875 and Rear-Admiral in 1897. He was Naval A.D.C. to the Prince of Wales on his visit to India in 1875-76 and A.D.C. to H.M. Queen Victoria in 1896-97. His record in the Navy was a brilliant one. He commanded the *Concorde* in the bombardment of Alexandria in 1882, when he gained a medal with a clasp, a bronze star, and the Third Class Order of Medjidieh. He landed at Alexandria after the bombardment and instituted a regular Police system. He served on Lord Wolsley's staff in the Nile Expedition in 1884-85, and subsequently commanded a naval brigade in the battles of Abri, Kien, Abu Kien, and Mesoumeh in charge of the expedition which rescued Sir Charles Wilson. His gallantry in this expedition brought him into public notice, and references to him were made in the House of Parliament in the vote of thanks for operations in the Sudan. He was a Lord Commissioner of the Admiralty in 1886, resigning two years later on a question of the strength of the fleet. While he was captain of the *Unbeaten* he rendered assistance on the occasion of the grounding of the *Seafarer* for which he received the thanks of the French Government. All the requests of the Associated Chambers of Commerce in Great Britain, who visited China on a special mission in 1898-99, in 1903-5 he commanded the Channel Squadron in the Mediterranean Fleet in 1905-7 and the Channel Fleet in 1911, in which year he retired. An ardent politician, he has served several terms in Parliament, his last period being from 1910 to 1916 as Unionist member for Portsmouth. He wrote several books, notably "Nelson and his times" and "The Break-up of China." He was created a baronet in 1916.

## BOLSHEVISM.

THE WITHDRAWAL OF BRITISH  
TROOPS.

LONDON, September 7th.

Referring to the allegations published that the public have been misled as regards the British policy in North Russia, and that offensive, not defensive, operations are being carried out, a high official in the War Office, interviewed by Reuters, said that there had never been the slightest intention of deviating a hair's breadth from the policy of evacuation, which was proceeding satisfactorily with the help of the relief forces. The sole advance was General Sadeir Jackson's advance of ten miles which was a purely local affair, and strictly in accordance with sound principles of defence.

The official added that it would be found, when the ports were closed by ice, that all the British troops had left.

## GENERAL KAMONOFF'S TROOPS.

LONDON, September 7th.

A telegram from Moscow shows that the troops under General Kamonoff, who pierced the Red front in the direction of Leningrad, are still operating, in spite of the statement that troops had been sent to liquidate this movement.

They are destroying the railway and telegraphs, the Red Army's food and military stores, and also the Soviet premises.

RUSSIAN SUCCESSES ON THE  
TASHKEV RAILWAY.

LONDON, September 6th.

A telegram from Urmak states that the Russian troops, in operations on the Tashkev Railway, captured 25 complete trains, with 5,000 railway cars. Goods traffic has been re-established along the entire length of the railway.

## VOICES FOR WOMEN.

ITALIAN WOMEN WILL OUT-  
NUMBER THE MEN.

ROME, September 7th.

In the Chamber, the Premier announced that 11,000,000 women will have votes under the new law, outnumbering the males.

## A WAR MEMORIAL.

## AT THE MOUTH OF THE GIRONDE.

LEVERDON (GIRONDE), Sept. 7th.

President Poincare laid, today, the first stone of a granite monument, which will be 200 feet high, at the mouth of the Gironde, commemorating American intervention. Eloquent speeches were made by the American Ambassador and President Poincare.

## FRENCH LABOUR.

"FOLDED ARMS" STRIKE IN  
PARIS.

PARIS, September 7th.

A "folded arms" strike of musicians at two music halls on Friday led the managers, on Saturday, to declare a lock-out at all concerts, music halls, and cinemas.

The question of a lock-out at the theatres has been postponed until September 8th, but three theatres closed last evening.

The Executive of the workers has announced their intention of organising free performances in the open-air, with the co-operation of leading artists and orchestras, in order that Parisians may not be deprived of their amusements.

THE MARSEILLES DOCKERS'  
STRIKE.

MARSEILLES, September 7th.

Three thousand dockers have resumed work, but 9,000 are still out.

## AVIATION.

ANOTHER FLIGHT FROM ENGLAND  
TO INDIA.

ST. RAPHAEL, September 7th.

Major Halse arrived here today from London. He flew the last stage from Lyons in 21 hours. He continues his flight to Egypt and India.

## THE FIRST MARNE BATTLE.

PATRIOTIC CELEBRATION IN  
AMERICA.

NEW YORK, September 6th.

On the occasion of the Franco-American celebration of the fifth anniversary of the first battle of the Marne, the Prince of Wales telegraphed: "I am proud to be asked to associate myself with your celebration. The British Empire will never forget its debt to France for the immortal victory on the Marne."

Greetings were also received from Sir Douglas Haig, Sir David Beatty, Mr. A. J. Balfour and others.

## AMERICAN ACTORS' STRIKE

COMPLETE VICTORY FOR THE  
STRIKERS.

NEW YORK, September 6th.

The actors' strike, which resulted in the closing of 300 theatres here and elsewhere since August 6th, has ended with an agreement which is claimed to be a complete victory for the Actors' Equity Association.

The theatres are re-opening.

## THE PRINCE OF WALES.

SPECULATION AS TO FUTURE  
MOVEMENTS.

LONDON, September 7th.

The *National News* has been informed that nothing is known at the Colonial Office of the Royal entourage, bearing out the Australian report that the Prince of Wales is visiting Australia next spring. On the contrary, it is considered very unlikely, as there is good reason to believe he will go to India before proceeding to Australia.

It is anticipated that His Majesty will shortly direct the issue of an official statement on the subject.

## EARLIER CABLES.

## ORIENTAL RESEARCH.

## THE CONGRESS IN LONDON.

LONDON, September 7th.

At the Oriental Research Congress in London, Professor May described the activities of the American Assyriologists. The American School of Oriental Research in Palestine is shortly reopening on a more extensive scale than before the war. He hoped it would work in close cooperation with the larger and more important school contemplated by British scientists.

Professor Curdin read a paper on the great development in the knowledge of Chinese art in the past 20 years and the influence on this development of Buddhism.

## THE SILVER MARKET.

LONDON, September 5th.

The silver market is very quiet.

FAR EASTERN CABLE  
NEWS.

(BY COURTESY OF THE "HONGKONG CHINESE  
COMMERCIAL NEWS.")

## EIGHTH YEAR INTERNAL LOAN.

SHANGHAI, September 8th.

The President has issued a mandate stating that the Eighth Year Internal Loan amounts to \$2,000,000. The first subscription list is for \$50,000,000.

A HUNDRED SUBMARINES FOR  
CHINA.

The Naval Board has given an order for 100 submarines from Italy, at a cost of 20,000,000 francs.

## INTERNAL PEACE.

Wong Yap-tong, the chief delegate for the North, gave a reception to the representatives of the Chinese and Foreign Press. In a speech, he said that he would do his best to remove the misunderstanding between the North and the South.

Wong will not start for Shanghai on September 12th, as first stated, as a telegram has been received from Canton refusing to recognise him as Chief delegate.

## THE OLD CANTON PARLIAMENT.

About 50 members of the old Parliament have left Tientsin, and are on their way to Canton.

## JAPANESE GOODS.

ARTICLES REQUIRED IN  
ENGLAND.

Prices will never come down—so all but the Tariff Reformers are insisting—until the Government removes the existing restrictions upon imports.

"Take, for instance, Japanese goods," a well-known authority in the City said to a representative of the *Daily News*. "Japan is manufacturing all the fancy goods, the cheap crockery, the toilet and clothes brushes, and the thousand and one little knick-knacks that used to come from Germany and Austria; but they are only allowed to enter this country in limited quantities."

"With unrestricted importation all these things would be greatly reduced in price, and English manufacturers could be getting on with the high-class goods and the things that really matter, instead of thinking about the production of articles for which there are few, if any, facilities in this country, and would be, in addition, very costly to make here."

GIVING SOME ILLUSTRATIONS OF WHAT UN-  
RESTRICTED TRADE WITH JAPAN WOULD MEAN TO  
BRITISH PURCHASERS, this authority  
mentioned the cost, now £1, of the cheap  
alarm clocks which formerly came from this  
country for a few shillings. Japan is  
now making these clocks, and if all  
restrictions on their importation were  
removed the price would come down, it  
was stated, from £1 to 10s. Then there is  
the hosiery which Japan has been manu-  
facturing on the lines of that which  
formerly came from Saxony. She is now  
prohibited from sending it here, with the  
result that ladies are paying anything  
from three to five times the ordinary price  
for their stockings, which were reason-  
able competition permitted, would at  
once come down 100 or 200 per cent. or  
more.

"English manufacturers to-day," this authority added, "will only accept an order on condition that they may charge whatever price may be ruling on the date they despatch the goods, and they will give no date for delivery."

"The Japanese, on the other hand, will give a price which they will keep and give an approximate date for delivery. The trader, therefore, who must have his goods, naturally prefers the Japanese method to the British."

"The Japanese," it was explained, "are making just those goods which we formerly imported from enemy countries, on account of their cheapness, and because we never wanted to make them to any extent in this country. It is pretty certain we have no labour and very little desire to produce them now. Japan is the only country which will give us those low-grade goods and deliver them in a reasonable time and under reasonable conditions, and if there were a business man at the head of the Board of Trade, he would see that the one way to bring down prices is to remove the embargo upon them."

## CANTON NEWS.

CANTON, September 8th.

## IMPORTANT CHANGES IN THE TWO KWANGS.

It is stated that changes in the Tsuchun and Civil Governorships of Kwangtung and Kwangsi, respectively, are impending. It has been agreed that Tam, Hsueh-shan, Tsuchun of Kwangsi, shall be transferred to Canton, and that the Tsuchunship of Kwangsi shall be given to Luk Yuen-kong (General Luk's son) of one of the Kwangsi-leaders. Mok Wing-sung, Tsuchun of Canton, is to be appointed Civil Governor of Kwangsi. Mok, however, it is said, will retire, if he is forced to leave his present position. The appointment to the Civil Governorship of Canton is to be discussed after the new Tsuchun has assumed office. It is stated that many of the officials have recommended Commander Li Kuan-yuen (a Yunnanese leader) to the position, and it is only needed the new Tsuchun's approval for the appointment to be made. General Luk's father-in-law is mentioned as the probable Treasurer.

## WIRACIES.

It is reported that a very big piracy took place on the East River the other day, a fleet of more than 30 rice junks being victimised somewhere off Szeikung. The junks were loaded with large quantities of rice and were all cleared by the pirates. The commander of the gunboat *Wang Hany* reports having sunk two pirate junks were sunk by gunfire of Luichow, when the pirates were about to attack other junks. More than thirty of the pirates were arrested. Many of the others were drowned.

## ROAD IMPROVEMENTS.

It is understood that the Municipal Council have ordered all the new roads included in the improvement scheme to be completed by December, otherwise a fine will be imposed. Many of these roads have recently been partly opened for rich traffic. The shops on both sides are to be altered.

The total output of Kailan Mining  
Administration's mines for the week  
ending August 23rd, amounted to 48,756  
tons, and the sales to 64,250 tons.

## OUR LONDON LETTER.

THE PEACE TREATY BILL  
THROUGH PARLIAMENT.

(FROM OUR OWN CORRESPONDENT.)

LONDON, July 30th.

It is noticed with pleasure that King George is identifying himself with British sport, and in this respect he is following his father's example. He attended the Navy and Army cricket match this week, and appeared thoroughly to enjoy himself. Mr. Forster, the M.C.C. chairman, who is usually engaged in satisfying (or leaving unsatisfied) the curiosity of members of the House of Commons about the War Office, evidently found it more congenial answering the queries of his Sovereign in the enclosure behind the bowler's arm.

A number of other well-known people were there, including Admiral Beatty, in mufti, and Sir Henry Wilson, the newest Field-Marshal. The King, as usual on such occasions, was delightfully informal. He insisted on each of these sitting on the bench beside him. Beatty, in response to a genial sign from the King, vaulted lightly over the back of the King's bench, just like a schoolboy, and shook hands. Judging by the hearty laughter that went on during the afternoon, in which the King joined, some merry stories were told.

Although the hand of the Scots Guards was there, and all Servicemen were admitted free, the attendance was under 2,000. Commenting on this, an American journalist friend remarked to me that in the United States the Army and Navy football match would draw sixty thousand spectators.

## NEW FIELD-MARSHAL.

Sir Henry Wilson's promotion to the rank of Field-Marshal makes him the ninth on the present list of the British Army. Mr. Lloyd George, in making the announcement that the distinction had been conferred, speaking at a dinner given in Sir Henry's honour at the House of Commons—paid the fine soldier a tribute that was as warm as it was evidently sincere.

It was Sir Henry Wilson, who, in conjunction with Lord Haldane, forged the magnificent "Spang head" that comprised the Expeditionary Force we sent to France in 1914. That operation was carried out so swiftly and secretly that it could be said that the "Spang head" had been accomplished.

## THE GARTER AND THE "P.M."

At gossip current in official quarters, it is correct that Mr. Lloyd George is to be made a Knight of the Garter, the distinction will be a rare one for a member of the House of Commons. Readers of *Horace Walpole* will recall his remark in 1772 that his father was the only Member of Parliament to receive the Garter since the time of Queen Elizabeth. Since then only a few commoners have been honoured in "this most exclusive Order." But many have refused the honour, including the younger Pitt, Sir Robert Peel, and Mr. Asquith.

## PEACE TREATY SIGNED.

The Treaty of Peace Bill passed uneventfully through Parliament. It was made a law of the land, of course, it is well known that while Parliament is entitled to discuss the terms of a Treaty, neither Lords nor Commons possess the power to alter it.

In the debate on the second reading in the House of Lords, Viscount Bryce, the *doyen* of our Elder Statesmen of these days—mentioned "the case of Shantung" as one of the many things in the Treaty which are to be regretted. But he was content to let Shantung go at that. "One might have reasonably expected something more than this passing allusion to the claims of China in the Shantung affair," but only was the subject not explored and a full explanation demanded respecting the immense benefits conferred upon Japan under the Treaty, but the debate was switched off upon the expediency of bringing the ex-Kaiser to trial.

Curious—is it not!—that the problem of Shantung, of first-rate international importance, seemed at least momentary to be forgotten in the case of the runaway Kaiser. But China is a long way off, and the Hohenzollern is in Holland, which is near. Moreover, the trial of Germany's late ruler was one of the pledges given in the General Election last December; and, in spite of the world-upheaval, to the average party man at Westminster domestic politics is still almost all that matters. The trail of the serpent is over it all.

## THE EX-KAISER.

As to the ex-Kaiser, opinion is veering round to the view that a policy of masterly inactivity would be wise. The disquieting suspicion has arisen that, after all, the arch-criminal might be acquitted. This is not to say that anybody considers he is even remotely guilty. But as time passes it is seen that there are serious difficulties in the way of formulating a criminal charge which would come within the four corners of a legal indictment upon which a conviction could reasonably be expected to follow the weight of evidence that could properly be adduced.

This, however, is not the only difficulty. A harder nut to crack is the impossibility of finding judges who were not the Kaiser's enemies during the events involved in this trial. Where could you expect to discover judges who could claim to be impartial—who are able to elude from their minds and memory the murder of Nurse Cavell or of Captain Fryatt, the massacre of Aerobott, the deportations from Lille, the torpedoing of the *Lusitania*? The military party in Germany are active again. It is, in the last degree,

undesirable to give them a pretext to represent his trial as a mock-trial, arranged by his enemies, or to enable him to pose as a martyr. A State trial, it is being said, would simply rescue him from his present prospect of a doddering old age of wood-chopping (his favourite relaxation in exile) in a damp country-house in Holland.

I have mentioned this aspect of the matter in order to show that public opinion is not solid on the question of the Kaiser's trial. A few months ago there was a practically unanimous demand for his trial, but in the mood then prevailing his trial was regarded as an essential preliminary to taking a just vengeance upon him. Whatever happens, we now have the official intimation that the Government will not arrange for the trial to take place in London. It is sad news for the evening papers, who have been telling us all about the proceedings in advance, from the apartments the accused was to occupy, in the Tower of London, to the way he was to be permitted to sit in the dock.

It is, I hear, no secret that the Government would be heartily glad if nothing more were heard of the Kaiser or his trial. But, in view of the election promises, it is not easy to let the matter drop. It has been facetiously suggested that if the Dutch give him up the Government might see that the secret contrived to lose him; and if he refused to be lost he might be brought before the local Bench at Dover and in due form deported as an undesirable alien.

## WAR RIBBONS AND WOUND STRIPES.

According to a semi-official announcement, the King likes to see officers and men who served in the war wearing the ribbons and wound stripes to which they are entitled. As a matter of fact, ex-Servicemen from the ranks have been doing so pretty generally; but among officers, there has been a doubt whether it was good form. Consequently, it has not been done. At the recent Eton and Harrow cricket match at Lords, attended by, probably, the most representative gathering of demobilised officers to be met with anywhere, in no single instance was a ribbon or chevron to be seen on the sedate morning dress prescribed as proper for the occasion.

It remains to be seen, therefore, whether the known wish of the King will make any difference. The matter has, of course, a special interest for officers and men from overseas who went through the world-war.

## LABOUR LEADERS AT A DISCOUNT.

A remarkable thing about the industrial troubles in the country is the failure of responsible Labour leaders to control the course of events. The movement has passed beyond them—at least, for the time being. In every case of late where serious trouble has arisen they have vainly tried to calm the storm-tossed waters. It is a fact that the representative Labour men whose names are household words have invariably appeared to the rank and file not to strike but to get on with their jobs pending negotiations in respect of the points in dispute. And these appeals have been consistently ignored.

Thus Mr. Adamson, the chairman of the Labour party, who is also a miners' representative, went down to Kewick as soon as the Yorkshire miners ceased work and allowed the mines to become flooded—a wanton act of sabotage worthy only of Bolsheviks—but he met with a cold reception. The reckless and defiant attitude of certain sections of workers towards their own accredited representatives renders the task of the Government in dealing with Labour exceedingly difficult.

Most of the unhappy disturbances in England are due to the abnormal conditions of the times. After a devastating war, marked by unprecedented violence and the destruction of many age-long canons of faith and conduct in the ordinary relationships of life, men's minds are in a fever of unrest. The Labour disputes the workers were content to have their grievances considered in accordance with well-established methods. Now they refuse to wait and abide the issue. Their motto is "A word and a blow—and the blow first." Sober-minded men who perceive the other side of sectional strikes are powerless; there seems little that they can do except hastily strive to bring Labour into a safer mood.

## HAVING THE CONSEQUENCES.

Meanwhile the Government are freely blamed in the Press for not having a clear policy with regard to Labour. They are accused of wobbling. The criticism of Ministers adopted by editorial writers day by day may be summarised in four lines from Matthew Arnold:

We do not what we ought,  
What we ought not we do,  
And lean upon the thought  
That chance will bring us through.

No doubt to some extent the attacks are deserved. But I feel bound in fairness to point out that enough consideration is not given to the circumstances that the Prime Minister and several of his principal colleagues have been engrossed by the Peace Conference deliberations. That has been work that would not brook delay. Meanwhile there is nothing surprising in the fact that in re-starting the industrial machinery of the country, it is found that the operation is difficult and that the machine will not run smoothly.

Nor is it surprising that the workers are slow to settle down. They have been told over and over again that upon them in the output of munitions victory depended. "Now," they say in effect, "we won the war and we intend to dictate our own terms, not only to the Government but to the nation, and hang the consequences!"—H. B.



Trial	Control	MCI	AD
1	85	75	65
2	85	75	65
3	85	70	60
4	85	65	55
5	85	60	50



DON'T BOTHER ABOUT PEST CHOLERA  
OR DYSENTERY. GET

## "GOTO" DESINFECTOL

It is the most reliable and effective DISINFECTANT powerful but safe both as a DEODORIZER and INSECTICIDE. Supplied to the Military, Naval and Railway Hospitals in Japan.

CHEAP BUT  
Prepared by:  
GOTO & CO.



EFFECTIVE  
Address:  
Yakumodori,  
4-chome,  
KOBE, JAPAN.

Correspondence Solicited.

## "LA MINERVA" CIGARS.

have that purity and fragrance that appeal  
all smokers.

Established in the year 1883, and with all the  
experience and wisdom gained in the Manufacture  
of Cigars for over thirty years, it is not to be  
wondered at that these Cigars are so popular.

Some of the shapes kept in stock:

Monte Carlo, Fancy Tales, Ministros, Monarcas,  
Imperiales, Perfectos, Estrellas, Reina Maria, Especiales.

AT  
**LANE, CRAWFORD & CO.**

## SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

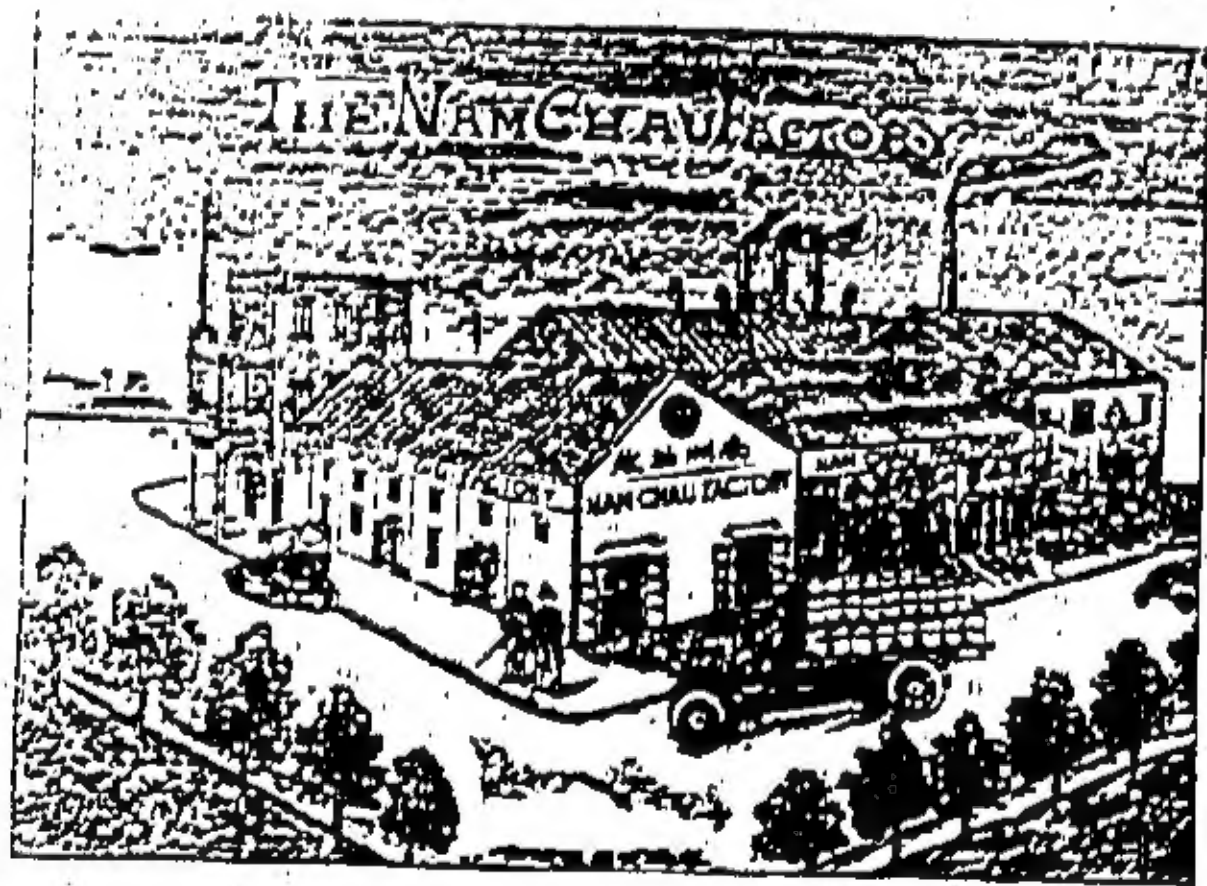
COLE DODGE & OLDSMOBILE Cars,  
FEDERAL Trucks-FISK Tires,  
HARLEY-DAVIDSON Motorcycles,  
ARROW BRENNAN, JACOBSEN, MEITZ,  
RED WING, ROBERTS, & VENN-  
SEVERIN Marine engines.

We stock Spare Parts also carry a complete line of  
Auto-Accessories and Motorboat Fittings.

Motor Car Storage  
and  
Repairs of all descriptions under European supervision.  
Re-painting a speciality.

Inquiries and Inspection Invited.

Call at our Motor Garage  
No. 7, Russell St. or Phone 659.



### IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics  
Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil Butter or  
Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not  
guarded against. Our Method shows a great advance. By the use of New Machinery  
and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from  
Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with  
other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,

Office:—No. 28, Connaught Road West, HONGKONG.

Factory:—No. 28, Kwei Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

### WAI KEE

FLAG AND SAILMAKER.

No. 129, Des Vaux Road Central.

Top Floor.

HONGKONG.

Telephone No. 1833.

### THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

### FUTURE WEAPONS OF WAR.

GAS FAVOURED BY AMERICAN  
GENERAL.

VALUE OF SURPRISE.

One of the questions before military  
men at Washington and the members of  
the Military Affairs Committee of Con-  
gress is whether the Chemical Warfare  
Service shall be continued as a permanent  
branch of the army.

For the present, provision has been  
made for the maintenance of the service  
until the end of this fiscal year. At the  
end of that time a definite decision must  
be reached. Major Gen. William L.  
Sibert, Director of the Chemical Warfare  
Service, was asked in Washington the  
other day what he thought about making  
this service a permanent part of the army  
establishment.

"While the use of toxic gas," he said,  
"was one of the instruments of warfare,  
it was responsible for from 25 to 30 per  
cent. of the army casualties. This shows  
it to have been one of the most effective  
instruments of the war, so that its re-  
tention on the ground of effectiveness  
needs no argument."

The records also show that when  
armies were provided with masks and  
other defensive devices, only about 3  
or 4 per cent. of the gas casualties were  
fatal. This means one of the other chief  
criticisms brought against it that of in-  
humanity. On the contrary, it has been  
proved one of the most humane instru-  
ments of warfare. If we can apply human-  
ity to the killing and wounding of human  
beings, which, of course, is the object and  
aim of war, the casualties which re-  
sulted in death fever were caused by  
gas than by bullets, and of the remainder  
of the gas casualties the greater portion  
were left without permanent injury, all  
of which goes to prove that the argument  
that gas, as compared with other weapons  
of warfare, is inhumane, is unsound.

MORE ROOM FOR WAR.

"Another objection that has been  
raised against the use of gas is on the ground  
that it is likely to cause casualties among  
non-combatants—bystanders. The fact  
is that gas does drift with the wind for  
considerable distances and, in the future  
use of it, this would simply mean that  
greater areas must be given to war. Any-  
thing that makes the enemy give up more  
territory for war purposes takes just that  
much from agriculture or manufacture,  
additional sacrifice of territory for war  
uses is therefore another element of effec-  
tiveness in the weapon. It will be neces-  
sary, of course, to remove the non-com-  
batant population from a greater depth  
of territory immediately in the rear of  
the fighting than formerly in order that  
women and children may not be gassed."

"Are there any special advantages?"  
was asked.  
"Surprise is one of the main elements  
of war, and there is no weapon that con-  
tains more possibilities of surprise than  
gas," said the General. "A single sub-  
stance kept secret might determine the  
tide of battle—something that would  
penetrate gas masks would make an army  
as helpless as the English were at Vpres  
when the Germans sent over the first  
cloud of chlorine."

"Do you expect gas to be used in  
future wars?"  
"Based on its effectiveness and its  
humanity," answered General Sibert,  
"it certainly will be an important ele-  
ment in any future war unless the use of  
it should be prohibited by international  
agreement. As to the probabilities in  
that field I would not venture an opin-  
ion."

POSSIBLE DISASTERS.

The United States, singularly enough  
was the exception among the leading  
powers in rejecting the agreement of  
the Hague Conference of 1907 against  
the use of projectiles whose only object  
was to give out suffocating or poisonous  
gases. Germany signed and ratified it  
in September, 1909, but the United States  
never did so. This declaration was not  
binding, however, in case of war in which  
a non-signatory power was a belligerent.

Under the terms of the question  
will probably be thrashed out again.  
One of the arguments of those opposed to  
its use will be that if the competition  
is permitted to continue there will be the  
incentive to discover more deadly gases  
than any now known, and that in a  
future war disasters colossal in scope  
would be made possible by the use of such  
gases. The answer of the defenders of  
this method is that nature sets a limit  
to such destruction, just as it does to the  
sweep of other weapons of warfare, such  
as the big guns.

Should the United States intervene in  
Mexico, gas would be one of the most  
effective weapons procurable, at the same  
time saving much of life, as an offi-  
cer pointed out in Washington the other  
day. The tear gases and those which  
make people sick at the stomach could be  
used against the Mexicans to put them  
out with small loss of life. The more  
ignorant people, the more likely they  
are to lose self-control and be thrown  
into a panic by gas, with its element of  
mystery.

STARTING A PANIC.

This was illustrated by a happening in  
this country during the war which it  
was thought best at that time to pass  
over with scant attention.

It was when the big army gas plant at  
Edgewood, Md., was being erected.  
Many of the buildings were up and much  
of the machinery installed, but no gas  
had been made, and such was the veil of  
secrecy over all that the carpenters at  
work on the unfinished buildings were in  
the dark as to this. In order to dispose  
of a small amount of chlorine one of the  
chemists threw it over some raw time. A  
workman, passing near the building,  
smelled this and called out to a group of  
workmen:

"The gas is loose!" With that the  
workman started down the road, yelling  
as he went. He met several four-horse  
teams, and the multiplied alarm—  
The drivers turned the teams in the op-  
posite direction and, as they fled, they raised  
a cloud of dust. The cloud, as the

(Continued at foot of next column.)

### OUR U.S. RIVALS.

BRITISH BUSINESS MAN  
"STAGGERED."

[FROM "THE DAILY MAIL"  
CORRESPONDENT.]

ROCHDALE.

When Mr. Samuel Turner told me to-  
day that he was "staggered" by the re-  
sult of his visit to the United States I  
was impressed by his use of the word, be-  
cause he is a typical, cool, long-headed,  
far-sighted Lancashire man who has built  
up the great asbestos manufacturing con-  
cern of Turner Bros., Ltd.

Mr. Turner knows all that can be learned  
about American labour-saving devices  
and organisation. He has also written  
during the war two notable books,  
"Eclipse or Empire?" of which he was  
part author, and "From War to Work."  
What was it that "staggered" this  
modern business builder? "I went to  
the United States," he told me, "to find  
out what were the prospects of this coun-  
try as a world trade in competition  
with the United States under after-war  
conditions. I spent two months in the  
East and Middle West investigating  
industrial conditions, and I was staggered  
by the result. I found that in hardly  
any industry are we able to compete with  
the United States."

CHEAPER AND QUICKER BUILDING.

I found coal of 14,000 British thermal  
units—a very high quality, better than  
our average industrial coal sold through-  
out the East at a price not exceeding 10s.  
per ton, pit-mouth price. I found that  
pig-iron could be produced at 20s.  
a ton, against our 25s. and steel rails at  
£14 a ton, against £19, which will be the  
price here when the new cost of coal is  
added.

Looking into the question of factory  
construction I found that it is now con-  
siderably cheaper in the United States,  
particularly so if the well-known Amer-  
ican standardised system is adopted.  
Wages in the United States are from  
25 to 30 per cent. higher, the rate vary-  
ing with the locality. One of the largest  
manufacturing concerns in Cincinnati  
pays unskilled labour 1s. 4d. per hour and  
skilled labour, such as carpenters, 3s. per  
hour.

If a man wishes to put up a new fac-  
tory in the United States he can place  
his contract, subject to penalty if the time  
is exceeded for completion, during the  
spring and summer, in four months.  
Here a similar building would take a  
year. The British restriction upon the  
number of bricks a man may lay comes  
in here.

I found evidence on every hand that  
the United States is fully aware of these  
advantages. Nationalisation is out of  
the question there. No one wants it or  
asks for it.

PROFITS BEYOND THEIR DREAMS.

As to finance, the position of Amer-  
ican firms is better than ever. No firm  
which came within my notice was an ex-  
ception to the rule. They have prac-  
tically unlimited funds in their own treas-  
uries. For two years before they came  
into the war they sold their output at a  
profit to the warring nations, making pro-  
fits beyond dreams. And now they are  
using these funds for purposes of national  
suppression.

On the top of these advantages you  
have the fact that the exchange is all in  
their favour. When the United States  
is buying from us she gets £10 worth of  
goods for 20s; when we buy from her we  
pay £11 for £10 worth.

Her industrial position is far better  
than ours. While certain measures have  
been taken against unrest her condition  
is nothing approaching ours. Labour in  
America is not political. While it fights  
determinedly and ruthlessly for its own  
hand, there is no underlying principle at  
the root seeking to upset existing social  
conditions.

Mr. Turner, a quiet, earnest, thought-  
ful man, who is a master of detail in  
his own large mills and has organised a  
worldwide trade in its products, gave  
me these facts with the air of a man who  
is revolving them all the time in his  
mind.

"For us there is only one hope," he  
said, "to bend our backs to the task of  
raising production per man to the United  
States level. High wages and short hours  
can be permanently maintained only with  
large production. The root cause of the  
Americans' prosperity is that the neces-  
sary discipline and control from the directing  
ability of men placed over it and under  
no attempt to restrict output." Daily  
Mail.

frightened men yelled out their warn-  
ings, was taken for a gas cloud, and hun-  
dreds of people were soon in a wild stampede.

A man in a watch-tower of the Pennsylv-  
ania Railroad, catching the panic, stop-  
ped traffic on the road for 45 minutes, so  
that passengers on the trains might be  
protected from danger of death from war  
gas.

An officer on duty who was caught in  
the full tide of panic was seized with the  
symptoms of gas poisoning, fell down and  
thereafter duly gave every sign, including  
vomiting. It was estimated that the panic,  
in a more or less acute form, spread to  
3,000 persons. And they imagined it all,  
for there was no gas to escape. After  
this the officers in charge at Edgewood  
decided to operate the plant with soldier  
labour.

But Mexican goats would be harder to  
put to flight. Though nothing was said  
of it during the war, goats were used in  
America for testing gases on, to determine  
how many shells of a certain gas should  
be fired in a given battle area to make  
casualties out of men. Goats, it was  
found, had a strong resistance to gas,  
and for this reason they were chosen for  
the experiments. A goat would be placed  
in a trench and a shell exploded near  
him. After having been affected by the  
gas, he would be killed, and tests made  
of his lungs; from this experts would com-  
pute what strength of gas was needed  
and what number of shells to put out  
the soldiers of the enemy in a prescribed  
battle area.

## MIDLAND

CYCLE MOTOR-CYCLE AND  
MOTOR-CAR TYRES AND TUBES

Owing to the abnormal demand, and to avoid disappointment, please your  
orders at once for a prompt delivery. We also manufacture and can supply  
Football Bladders, Golf Balls, Tennis Balls, Handle Grips, Hockey Sticks,  
Cricket Balls, etc.

THE MIDLAND RUBBER CO., LTD.,  
RYLAND ST. BIRMINGHAM, ENGLAND.

### NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

"TEENKAI" ... via Panama ... 20th Sept.  
"BURYMEDON" ... via Panama ... 11th Oct.  
"CITY OF NEWCASTLE" ... via Suez ... 7th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE HANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. REISS & CO., CANTON.

## THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM  
HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports		late October.

The above steamers have excellent accommodation for First and Second Saloon  
Passengers, having been built expressly for Tropical Voyages, and are complete with  
every modern convenience for Ocean Travelling.  
A duly qualified Surgeon and Stewards are carried on each vessel.  
For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON & CO.,  
AGENTS

## GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.  
OUTWARDS.

Vessel	Due Hongkong
"CARDIGANSHIRE"	2nd Oct.
"CARMARTHENSHIRE"	7th Oct.
"GLENADE"	15th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	31st September	LONDON
"CARMARTHENSHIRE"	19th October	LONDON & ROTTERDAM
"CARDIGANSHIRE"	26th November	GENOA & LONDON
"CARMARTHENSHIRE"	9th November	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.;  
The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.K. Shipping Board Steamers

For	SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"CITY OF SPOKANE"	About Sept. 25th.
"OLEN"	About Oct. 14th.
"ICONIDE"	About Oct. 20th.
"SEATTLE SPIRIT"	About Oct. 25th.

For PORTLAND direct.

"COAXET"	About Oct. 6th.
"WABAN"	About Oct. 11th.
"WEST MUNHAM"	About Nov. 16th.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HOTEL MANHATTAN.



KAPSDRY FOR MOTOR HOODS

(TRADE MARK) AND THE Exact Materials used by

RHINOHYD COMMERCIAL HOODS FOR THEIR WATERPROOF COVERS

ALL MOTOR BODY FITTINGS

AGRICULTURAL SHEETS

6, JOHNSTON, 8, Broad Street, Manchester, LONDON-ENGLAND.







## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to NINJA, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to NINJA, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNELL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"KANCHOW"	On 9th Sept. 11 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 9th Sept. 3 P.M.
SHANGHAI	"TEAN"	On 9th Sept. 4 P.M.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 10th Sept. 4 P.M.
SWATOW & SINGAPORE	"CHINHUA"	On 11th Sept. 11 A.M.
SWATOW and BANGKOK	"CHANGCHOW"	On 11th Sept. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

## FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN"	—	Capt. A. H. Stewart	TUESDAY,	9th Sept., at 1 P.M.
"QUINBERG"	—	Capt. J. Medina	FRIDAY,	13th Sept., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,  
General Manager.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"  
HONGKONG TO SAN FRANCISCO,  
VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.  
THE SUNSHINE BELT  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

## SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	—	—	Sept. 10th, 1919.
S.S. "ECUADOR"	—	—	Oct. 8th, 1919.
S.S. "COLOMBIA"	—	—	Nov. 8th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN STEAMSHIP CO., Ltd.

For further information, itineraries, schedules, etc., apply to

COMPANY'S OFFICE in Alexander Buildings, Canton Road.

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR  
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGUIVA	11th Sept. 11 A.M.	15th Oct.	24th Oct.
KHIVA	11th Sept. 11 A.M.	25th Nov.	4th Dec.
NOVARA	8th Nov.	11th Dec.	20th Dec.

FOR  
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	7th Oct.	25th Oct.

FOR  
CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave Hongkong about	Due Calcutta about
ARRATON APCAR	10th Sept. 8 A.M.	30th Sept.
ITOLA	1st Oct.	30th Oct.

SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

Steamer	Leave Hongkong about	Due Yokohama about
KHIVA	18th Sept.	9th Oct.

Tickets interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by B.I.N. Company's steamers between Singapore and Calcutta, Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, etc., apply to  
MACKENZIE & CO.,  
23, Des Voeux Road Central, HONGKONG.  
Agents.

N. Y. K.  
NIPPON YUSEN KAISHA.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila)	Friday, 19th Sept., at 11 A.M.
KATORI MARU (omitting Keelung)	Tuesday, 14th Oct., at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

IYO MARU	Friday, 19th Sept., at Noon.
ATSUTA MARU	Friday, 3rd Oct., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 24th Sept., at 11 A.M.
NIKKO MARU	Wednesday, 2nd Oct., at 11 A.M.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	Wednesday, 10th September.
HWAH-WU	Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU	Monday, 15th Sept.
TSURUGA MARU	Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	Sunday, 31st Sept., at 11 A.M.
AKI MARU	Saturday, 13th Oct., at 11 A.M.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU	Thursday, 18th Sept., at 11 A.M.
YOKOHAMA MARU	Thursday, 2nd Oct., at 11 A.M.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	Thursday, 2nd Oct.

DELGOA MARU (London, Antwerp & Rotterdam)	Middle of October.
TOYOOKA MARU (Marseilles & Liverpool)	End of October.

For further information apply to—  
NIPPON YUSEN KAISHA.  
Telephone Nos. 221 & 222. S. YASUDA, Manager.

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	30,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.
TENYO MARU	12,000	Oct. 2nd.
SHINYA MARU	20,000	Oct. 11th. (from Yokohama).
SHINYO MARU	22,000	Oct. 23th.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALNEO, CHUB, BAISCA, CALLAO, AFRICA AND EQUATOR.

Steamer	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.
RIVO MARU	17,500	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager, King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAL"	On or about 23rd Sept.
	"SPHINK"	On or about 4th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUTCH EAST INDIES, PORT SAID	"PORTHOS"	On or about 30th Sept.
---	-----------	------------------------

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740.

J. TOURNET,  
Agent, Queen's Building.

O. S. K.  
OSAKA SHOSHEN KAISHA

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.  
"ALTAI MARU" — Friday, 15th September.  
"ALASKA MARU" — Friday, 26th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" — Friday, 15th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" — Wednesday, 10th September.

"SIAM MARU" — Wednesday, 24th September.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" — Wednesday, 1st October.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU" — Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"MANILA MARU" — Wednesday, 15th September.

"CHICAGO MARU" — Tuesday, 30th September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

"INDUS MARU" — Monday, 23rd September.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" — Thursday, 11th Sept., at 9 A.M.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager,  
Tel. No. 744 and 745. No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"  
18,000 tons, 10,000 tons, 11,000 tons.

## SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"  
Nov. 1st, Sept. 11th, Oct. 1st.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent, 100, Queen's Building, Tel. 1541.



